NOTE: Chart not to scale.

SOONE

N33° 04.64′

W84° 12.31′

△ L-18, H-9-12

## ATLANTA FIVE DEPARTURE SL-26 (FAA) ATLANTA, GEORGIA NOONE ATIS DEP 125.55 Δ NOTWO N34° 12.11′ **CLNC DEL 118.1** N34° 12.17′ W84° 18.10′ W84° 34.45′ GND CON EAONE L-18, H-9-12 121.9 381.6 (Rwys 8L-26R, 8R-26L) N33°52.47′ L-18, H-9-12 W83°48.01′ 121.75 381.6 (Rwys 9L-27R, 9R-27L) WETWO L-18, H-9-12 121.65 381.6 (Rwy 10-28) N33° 43.72' W85°07.43′ ATLANTA TOWER 119.1 381.6 (Rwy 8L-26R) L-18, H-9-12 125.325 381.6 (Rwy 8R-26L) 119.3 381.6 (Rwy 9R-27L) R-280 3.5 123.85 381.6 (Rwy 9L-27R) R-091 119.5 381.6 (Rwy 10-28) **EATWO** R-260 WEONE 35 ATLANTA DEP CON N33° 37.02 W83° 44.20′ N33° 31.54′ △ 125.7 (Rwys 8L-26R, 8R-26L) 35) W85°07.34' 125.65 (Rwys 9L-27R, 9R-27L) L-18, H-9-12 L-18, H-9-12 135.375 (Rwy 10-28) R-179 ATLANTA

L-18, H-9-12 TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

116.9 ATL :-

Chan 116

N33° 37.74′- W84° 26.10′

NOTE: Monitor tower frequency when advised by ground control. NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading

SOTWO

N33° 02.68′ W84° 25.39′

L-18, H-9-12

at the point instructed by ATC. NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.



SE-4, 26 JUL 2012 to 23 AUG 2012

## DEPARTURE ROUTE DESCRIPTION

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

<u>INTERSECTION</u>	<u>VECTOR AREA</u>
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

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